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MALT WHISKIES DISTILLED  
IN SCOTLAND

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. PORTER &amp; Co.'s

BULL DOG  
BRANDGUINNESS' STOUT  
IN PINTS & SPLITS.A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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## DEATH.

At Chetoo, on October 4th, Esao, the beloved  
son of Mr. and Mrs. F. J. Conners, of enteric fever.HONGKONG OFFICE: 10A, DES VOEUX ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 14TH 1909.

WHILE British residents in the Far East have been naturally interested by the persistent manner in which the indefatigable Mr. GINNELL has been drawing the attention of the House of Commons to China questions, they certainly will decline to acknowledge that it is their views he is representing in Parliament in the majority of the questions he has lately been asking. Some of the hon. member's previous questions—those especially which have related to the British section of the Canton-Kowloon Railway—have made us extremely curious to learn the secret of Mr. GINNELL's interest in affairs in China, for, so far as we are aware, the hon. gentleman has not resided in the East nor has he any business interest in this part of the world. Hongkong was becoming quite kindly disposed towards Mr. GINNELL for his questions regarding the Colony's railway undertaking had suggested the idea that they had been prompted by a kindly solicitude for the protection of the pocket of the taxpayers. But the last batch of questions, which we reproduced in the Daily Press a few days ago, can leave no doubt in the mind of the reader as to the source of the hon. member's inspirations. His prompters are certainly not British, but Chinese. No Britisher, for instance, would refer to His Majesty's Indian troops in China as troops of an inferior race. Their

presence may be resented by the Chinese, but not more so than is the presence of the white troops, and we are glad to note Sir EDWARD GREY's spirited repudiation of Mr. GINNELL's description of the Indian troops. Still more reprehensible and disgusting are the base and offensive imputations—some of the other questions embody against British probity and honour, made upon statements which in several instances were shown to have no foundation in fact. Having regard to Mr. GINNELL's claim to voice in these questions the views and opinions of the Chinese Government on so many different topics, one might draw the inference that the questions had been inspired by the Chinese Legation in London. The replies which some of the questions elicited are certainly very interesting.

First, let us take the inquiries with regard to Weihaiwei. We know from the frequent references to the subject which have appeared in the Chinese Press that there has been a desire in the highest circles in China to see Weihaiwei restored to China as a naval base for her own fleet, though we have reason to believe that—all statements to the contrary in the Chinese Press notwithstanding—no formal request for its retrocession to China has been made. Since Russia was driven from Port Arthur many questions have been asked in Parliament as to the Government's intentions regarding Weihaiwei, but on no occasion has any announcement been made so definite in its terms as that contained in Sir EDWARD GREY's reply to Mr. GINNELL's inquiry. By the Weihaiwei Convention China agreed to lease Weihaiwei to Great

Britain "for so long a period as Port Arthur shall remain in the occupation of Russia." Sir EDWARD GREY's announcement is that "the lease of Port Arthur has not terminated," and he added that in any case he would not be prepared to enter upon any discussion of the question except with the Chinese Government when the proper time arrived. Evidently a nice legal question is raised by this reply, viz. Can Port Arthur be considered as remaining in the occupation of Russia, when as a matter of fact Japan not only wrested Port Arthur by force of arms, but Russia, by the terms of the Portsmouth Treaty, definitely transferred and assigned the lease of the territory to Japan? Though Sir EDWARD GREY is clearly correct in saying that "the lease of Port Arthur is not terminated," it cannot be held, except by some legal fiction, that the occupation of the place by Russia has not terminated. We may note here that it was provided in the Portsmouth Treaty that the two contracting parties should mutually engage to obtain the consent of the Chinese Government to the transfer. We are not aware that they have ever succeeded. Perhaps that is where the legal fiction comes in: Russia may be considered to be still the lessee so long as China withholds her consent to the transfer. This is pure supposition on our part, but it seems to give a key to the situation.

Taking next the Boxer Indemnity Question, the answer of Sir EDWARD GREY contains an implied suggestion that the United States Government were able to return to China about half the indemnity without saddling the Treasury with any part of the expense incurred by the American troops which assisted to put down the Boxer rising. That suggestion has been made before, unofficially in the newspapers, and we have never seen it authoritatively denied. "The British claim," Sir EDWARD GREY said, "was assessed as far as possible only on the basis of actual expenditure. Should it eventually be found when fully liquidated that there is any surplus, it will be returned to the Chinese Government, and its disposal would be left to their discretion." The suggestion is that this is all the American Government has done, and nothing more. The thought will no doubt occur to many that the British Government is taking a long time to liquidate a claim incurred nine years ago, but we presume the explanation is that the continued expense of maintaining an extra force in North China for the preservation of order is a legitimate charge upon the indemnity, and that therefore the expense incurred by the Boxer trouble will not cease until all the additional troops placed in North China as a consequence of the Boxer outbreak shall have been withdrawn. Unless that is the case, the long delay in liquidating the bill cannot be understood. But it is difficult to reconcile this theory with the statement that "these troops are maintained at the expense of the country to which they belong, and not of China." Some further explanation of the matter therefore seems to be necessary.

We need not further discuss Mr. GINNELL's latest questions on matters connected with British railway enterprise. Those questions were largely based on inaccurate information, and, embodying as they do the most offensive imputations, we can leave them under the dignified rebukes administered by the Under Secretary of State for Foreign Affairs. If Mr. GINNELL had a more intimate knowledge of China he would know that if certain railways are proving unremunerative the responsibility rests largely, if not entirely, on the Chinese Imperial and Provincial authorities. We have on more than one occasion called attention to the disastrous effects upon railway revenue brought about by the eccentricities of the provincial *Likin* authorities, and, as Mr. GINNELL has made particular reference to the Shanghai-Nanking railway, we may suggest that a study of the paralysing effects of the *Likin* system on the traffic of this line will enable him to understand why certain railways in China are not proving the highly remunerative enterprises they were expected to become.

A coolie for trespassing at Victoria Barracks was yesterday fined \$25.

The meeting of the Legislative Council which had been fixed for to-day has been postponed till Thursday, the 21st instant.

Practice reel dances for St. Andrew's Ball will be held in the City Hall from 5 to 7 p.m. on Thursday, 11th November and Tuesdays 16th and 23rd November.

During the week-end twelve bolts of canvas were stolen from the godowns of Messrs. Shewan, Tomes and Company. Their value amounts to \$201.96.

Two fishermen from Tai O were at the Magistracy yesterday fined \$50 for fishing with dynamite, and two others for being in unlawful possession of dynamite were fined \$20 each.

A theft of an unusual nature was mentioned at the Magistracy yesterday when a woman was brought before Mr. Hazeland on a charge of stealing money and clothing valued at \$200 from a *lytter* box.

The following typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.50 a.m. yesterday: "Cyclone or Typhoon W. of the Ladrones or Mariana Islands moving N.W."

The master mariner named D. C. Rankin, who was charged at the Magistracy with the larceny of \$100 as bailor and pleaded in extenuation that he was "dazed with whisky," was yesterday discharged by Mr. J. E. Wood.

This evening at the Union Church Lecture Hall, Kennedy Road, Mr. Hedley G. White will deliver a lecture on "The Progress of the Mercantile Marine as viewed from a local standpoint." The lecture will be illustrated by a series of time light views, and the public are invited to attend. The chair will be taken by Mr. E. A. G. May at 9 p.m. sharp.

A special performance given by Byssack's Hippodrome and Circus at Shanghai last week in aid of the funds of the Navy League attracted a large and appreciative audience. Sir Pelham Warren, H.B.M.'s Consul-General, and several members of his staff, Captain Ryan of the *Adriatic* and several naval officers were present.

The following paragraph is taken from a Hantow paper, dated the 5th instant:—"A circular issued by the Hongkong Government was circulated among British firms yesterday asking their support to assist in carrying on the British Post Office, the annual loss on the Hongkong Government's revenue."

Not often are proceedings at the Police Court so protracted as they have been over the trade marks case at present before the Court. Yesterday was the twenty-fifth day of the hearing and it was not concluded then. The case is one in which the King Wo firm of Canton, having patented their tough stop pills in the Colony, took proceedings against a shopkeeper in Queen's Road for infringing the trade mark.

A Chinese accountant named Cha Ping-sun, who is alleged to have embezzled \$10,000, was arrested by the French police at Shanghai last week and brought before the Mixed Court. Mr. T. Morgan Phillips appeared for the complainants, who are Chinese merchants in Hongkong, but on Mr. J. T. Pratt, British Assessor, announcing that a telegram had been received from Hongkong, asking that the accused be detained pending further advice, he submitted to a remand.

The water return to the 1st inst. shows that the storage on the island amounts to 575,529,000 gallons as compared with 747,340,000 gallons on the same date last year. The consumption was 20,7 gallons per head per day during the month of September as against 23.1 in the corresponding month of last year. At Kowloon the storage on Oct. 1st was 240,417,000 as against 196,700,000 on the same date last year, and the consumption during September 9.3 gallons per head per day as compared with 11.3 in September last year.

A Frenchman, said to be a carpenter on one of the French Mail steamers, got into trouble with the police. He was arrested by Serg. Azis on suspicion of being in the illegal possession of a quantity of dried fish, and on the way to the Police Station he offered the officer eighty cents with the explanation "cousineau," and at the same time attempted to move off. The sergeant was not to be bribed and added another charge against the man. Mr. Wood, before whom the case was heard yesterday, did not find the defendant guilty of being in unlawful possession of the fish, but ordered him to pay a fine of \$10 for attempted bribery.

## TELEGRAMS.

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DAILY PRESS"]

## MR. HARRIMAN'S FORTUNE.

LONDON, October 13th.

The will of Mr. Harriman, the American "Railway King," shows that he left estate worth sixty millions sterling.

## BRITISH POLITICS.

THE KING'S INTERVENTION.

LONDON, October 13th.

Lord Lansdowne and Mr. Balfour had a joint audience of H.M. the King, who afterwards received Mr. Asquith.

## MR. CRANE TO RESIGN.

LONDON, October 13th.

It is reported from Washington that Mr. Crane is believed to have inspired a statement in a Chicago newspaper forecasting American policy and stating that America was about to make a formal protest against concessions to Japan under the recent Chino-Japanese Agreement as being contrary to the open-door policy.

Mr. Knox, the Secretary of State, has notified Mr. Crane that his resignation would be acceptable.

## LATER

The Hon. Philander Knox has issued a statement which says that while the State Department is considering the Chino-Japanese Agreement with a few to determining whether anything therein is adverse to American interests or conflicting with the Open Door policy, Mr. Crane had informed the newspapers that the Government were preparing to lodge a protest. Mr. Crane had admitted his indiscretion, and had consequently been requested to resign.

## A DESTRUCTIVE HURRICANE.

LONDON, October 13th.

A hurricane has swept over Havana and Florida causing widespread devastation. The damage is estimated at between two and three million dollars.

Hundreds of dwellings and cigar factories have been destroyed.

## LOCAL SPORT.

## INTERPORT SWIMMING.

We append an extract from a letter from Mr. Percy Fowler, the captain of the Shanghai Interport swimming team which lately visited Hongkong, to Mr. Frank Lamert, the hon. secretary of the Victoria Recreation Club. Our readers will doubtless remember that the visiting team expressed their dissatisfaction at the various contests taking place under local instead of A. S. A. rules, and in the interest of interport swimming, etc., we consider that our local club will do well to go into the matter and adopt, if possible, the suggestions put forward by the Shanghai captain.

"I should like to take this opportunity of expressing the Team's thanks for the cordial welcome and the hospitality extended to us while in your port. We all look forward to your visit next year, and in the meantime I trust that we shall be able to put ourselves in such a position that we shall both be under A. S. A. laws.

I am writing home to the Amateur Swimming Association, and will let you have any particulars that I may obtain from them, and I think it would be well if we could form some Association on the same lines as the A. S. A. to govern our races here in the Far East. I think, however, that with a little bit of trouble we might become affiliated with the Home body, in which case there will be no necessity for any Far Eastern Association."

## BUFFS INTER-COMPANY MATCH.

A CO. V. H. CO.

A friendly match between these teams took place on Military Ground yesterday afternoon. "A" Company won by two goals to nil, Flynn scoring twice.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crema Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of the famous A. S. Watson & Co. Ltd. Sole Agents.

## FOOTBALL NOTES.

A forecast of the results of the league matches played last Saturday would have been considerably wide.

The surprise of the afternoon was the heavy defeat inflicted on the Naval Yard by the league champions. The Yard were never at any part of the game dangerous, and after Taylor scored the first two goals for the Buffs, the visitors lost all interest in the game. Naval Yard will do well to keep their new goalkeeper, Lethbridge, as but for him the score would have been much heavier.

Judging by the display given by the Buffs on Saturday, there seems to be a good chance of the Cup remaining in Murray Barracks for another season. The new players, Siff and Williams, add to the strength of the forward line, and Black, the new goalkeeper, is introduced with a splendid reputation. A new full back may be introduced later to replace Buler, who, I understand, wishes to stand down for a bit, to give younger players a chance.

The Sappers had hard luck on Saturday in only managing to take one point from the Club. The slippery ground may have had something to do with the result, as in the B. E. team all seemed to have difficulty in keeping their feet. Parlow is a great improvement on Jackson at outside right, and the latter player, judging by his play on Saturday, is better suited at half-back. The Sappers forwards will do better if they follow the example of their latest recruit, Parlow, in shooting for goal at every opportunity. Coxon, who had to go off the field on Saturday, is on the sick list, and is not likely to turn out again, as he leaves the Colony shortly.

R. G. A. proved themselves to be a strong team by defeating Kowloon last Saturday. Their wide passing and mechanical movements were good enough to upset any defence likely to be met in the league. They meet the Club on Saturday on the military ground, and I have no doubt will again come out on top. The new players, Ansell and Walker, are a great improvement on anything yet tried in the Gunners' team, and I do not expect any further change will take place.

The Club are fortunate in having such a reserve of players to fall back on. Even with five of the selected players calling off for various reasons, a team strong enough to draw with the Engineers was got together. The new players, McCubbin and Aitchison, were best for the Club, and Hickling was good in goal. With the early inclusion of several of their old players, and the practice which they will have in the six-a-side competition, great things may be expected from our premier combination shortly.

The Kowloon team, although suffering defeat on Saturday, give promise of greater things before the season is far advanced. The defence seemed to be the weak spot, especially the half-back line. There is every likelihood that a new goalkeeper will be tried on Saturday against Naval Yard, and the present custodian, Foulkes, will play in the field.

The habit of players constantly appealing to referees, and passing sarcastic remarks about decisions, is one which gives spectators a bad impression, and in many cases turns a referee against a team. This habit, although not quite so prevalent as in former years, is still indulged in more or less by many of our local teams, and it is to be hoped that referees, with the aid of the Association, will do all they possibly can to stop it.

A feature of this column in future, will, be notes to referees and players as occasion arises. The players who head the list of goal scorers in league matches will also be given.

## GOAL SCORERS.

Taylor (Buffs) ... 6

Watts (R.G.A.) ... 2

A meeting of the Second Division of the league is being held on Friday, when the fixture card for the season will be submitted. The ground question will also have to be considered, as I understand no definite arrangements have yet been made about the Causeway Bay ground.

I understand an invitation has been sent to Shanghai inviting a representative team to visit Hongkong about Chinese New Year. In the event of the challenge being accepted it is to be hoped that the local Association will try and arrange for a match with a team composed of players from the various clubs.

## REFEREE.

## WEIGHTS PROSECUTION.

At the Magistracy yesterday Mr. F. A. Hazeland delivered his written judgment in the case in which the Mitsui Bussan Kaisha were summoned for using unjust scales on board the *Fuku Maru* and the *Shibetsu Maru*. In the first case defendants had been fined \$800, but a re-hearing was granted and the decision reserved. His Worship said that the defendants showed great carelessness in not having their scales tested and he did not propose to alter the fine which he had previously imposed. With regard to the second offence, which he treated as being in the nature of a concurrent offence, he inflicted a fine of \$100, \$50 for each scale which was shown to be to the prejudice of the purchaser.

## HARMSTON'S CIRCUS.

The matinee yesterday afternoon attracted a large audience who enjoyed to the full the varied programme with its thrills, its humour and its fascination. To-morrow night there will be an interesting event, when amateurs will compete for the handsome trophy given by Madame Harmston-Lova for the competitor who stands for the longest time on the revolving table.

## THE NORTH CHINA INSURANCE COMPANY, LIMITED.

The Balance Sheet to 30th June is as follows:—

Dr.	Tsols.	d. s. d.
To capital account: 10,000 shares at £25 ... 250,000 @ 2/4-3/16 ... 425,782.63	50,000 0 0	
To reserve fund: 123,000 @ 2/4-3/16 ... 1,061,301.55	125,000 0 0	
To silver reserve fund ... 150,000.00	17,017 3 9	
To underwriting reserve account ... 335,553.80	39,374 15 8	
To exchange and investment fluctuation account ... 146,586.70	17,210 6 1	
To working account 1908: Amount brought forward from below ... 8,555.34	1,040 0 10	
To sundry creditors ... 212,245.23		
Below ... 212,245.23		
Dividend ... 32,359.55	179,853.73	21,127 4 1

To working account 1909: Amount brought forward from below ... 20,373.83 24,364 13 10 |  || To sundry creditors ... 8,555.34 | 1,040 0 10 |  |
(Ex. 2/4-3/16) ... 212,245.23		
Below ... 212,245.23		
Dividend ... 32,359.55	179,853.73	21,127 4 1

By Cash on Current and Deposit Accounts in Shanghai ... 210,721.00 24,749 14 10 |  |

By Chinese Imperial Govt. Loan of 1898 (B. Issues) ... 11,500.00 1,350 13 0 |  |

By Shanghai Municipal Loans ... 95,000.00 11,157 11 1 |  |

By Shanghai Land Investment Co., Ltd.'s 5 per cent Debts ... 7,900.00 822 2 9 |  |

By Shanghai Land Investment Co., Ltd.'s 5 per cent Debts ... 69,700.00 8,186 2 5 |  |

By Shanghai Waterworks Co., Ltd.'s 5 per cent Debts ... 9,800.00 1,127 10 0 |  |

By Shanghai Waterworks Co., Ltd.'s 5 per cent Debts ... 20,000.00 2,348 19 2 |  |

By Shanghai and Hongkong Wharf Co., Ltd.'s 5 per cent Debts ... 10,000.00 1,174 9 7 |  |

By Shanghai Mutual Telephone Co., Limited ... 800.00 93 19 2 |  |

By Mortgage on Property in Shanghai ... 139,000.00 15,268 4 7 |  |

By Japanese Government 5 per cent Loan of 1895 ... 15,292.53 1,561 3 7 |  |

By Japanese Government 4 per cent Sterling Loan of 1899 ... 74,605.03 8,772 15 7 |  |

By London Branch—Balance, viz. Cash at Bank ... 12,117 1 0  |  |

By British Government Securities ... 18,231 4 8  |  |

By Indian Government Securities ... 16,673 14 5  |  |

By Colonial Government Securities ... 30,617 18 11  |  |

By Foreign Government Securities ... 23,434 10 0  |  |

By City of Canton 5 per cent Bonds ... 2,000 0 0  |  |

By English Railway Securities ... 5,211 11 1  |  |

By Colonial Railway Securities ... 24,423 1 0  |  |

By Chinese Railway Securities ... 12,000 0 0  |  |

By Manila Railway Securities ... 3,320 0 0  |  |

By Pennsylvania Railroad Co.'s 4 per cent Bonds ... 854 10 4  |  |

By Sterling Mortgage ... 4,000 0 0  |  |

By Furniture Accounts—London & Manchester ... 152 0 0  |  |

By Premiums outstanding: Bills Receivable, Policy Stamps and Drafts in course of collection ... 5,595 2 8  |  |

Less—Due to Sendries ... 511 5 6  |  |

By Add—London Freehold Premises ... 38,507 8 7 1,739,268.04 | 204,273 8 2 |

By Balances at Branches ... 79,529.62 9,340 10 4 |  |

By By Furniture at Head Office and Branches ... 1,968.27 233 5 8 |  |

By By Sundry Debtors ... 44,845.73 5,177 13 2 |  |

By Ex. 2/4-3/16 per Tsol ... 212,245.23  |  |

Below ... 212,245.23  |  |

By Tsols ... 2,617,176.63 295,537 3 1 |  |

## WORKING ACCOUNT 1909.

30th June 1909.

Dr.	Tsols.
To net premium ... 32,359.55	3,827.65
To interest ... 47,642.32	5,651.32
To transfer and certificate fees ... 85.00	
Tsols ... 59,856.97	

By commission and charges at head office, branches and agents ... 17,233.77  |  |

By directors' and auditors' fees ... 8,400.00  |  |

By By income tax ... 1,185.46  |  |

By depreciation furniture account ... 152.44  |  |

By losses and claims ... 153,690.02  |  |

By balance carried forward ... 212,245.23  |  |

Tsols ... 594,656.97  |  |

## WORKING ACCOUNT 1909.

30th June 1909.

Dr.	Tsols.
To net premium ... 32,359.55	3,827.65
To interest ... 47,642.32	5,651.32
To transfer and certificate fees ... 85.00	
Tsols ... 59,856.97	

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By depreciation furniture account ... 152.44  |  |

By losses and claims ... 153,690.02  |  |

By balance carried forward ... 212,245.23  |  |



THE BUTLER WRIGHT CASE.  
TRIAL AT CANTON.

## YESTERDAY'S PROCEEDINGS.

The trial of William Butler Wright, late chief accountant of the Chinese section of the Canton-Kowloon Railway, was commenced yesterday in the British Court, Shamoon, His Honour Mr. Lindsay Smith, Assistant Judge of H.B.M.'s Supreme Court for China, presiding.

Mr. H. P. Wilkinson, Crown Advocate, appeared for the prosecution, being instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon, Hongkong). Mr. J. C. E. Douglas (of Messrs. Home and Douglas, Shanghai) defended.

The following jurors were called:—J. C. H. I. Smith, R. T. Matheson, W. H. Hill, H. Dent, and C. H. Reid. None of the jurors were challenged.

Mr. Hiram P. Wilkinson, Crown Advocate of Shanghai, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) prosecuted, and Mr. J. C. E. Douglas appeared for the accused.

Before the Crown Advocate opened his case, Mr. Douglas obtained permission from the Court for the accused to take a seat.

Mr. Wilkinson informed the Court and jurors that the indictment which had been read out to three separate misadventures which the Crown said the defendant committed. Stripped of legal language the charge was that Mr. Butler Wright, being entrusted with the care, as chief accountant of the railway, of certain monies, used on three different occasions within the space of six months, part of those monies for his own use and benefit. The charge was, that having command of those monies as chief accountant of the railway, he transferred them to a private account of his own which he had as a private individual, and that by so doing he converted that money to his own use. In this case the Crown would, on the question of intention, and so as to make any defence which might be raised that these transfers were accidental or innocent, show that these transfers were made for the purpose of meeting certain payments which he intended to make on his own private account. As the charge was framed it was a charge of a form of larceny created by a statute of the present King, the first year of Edward VII. It did not create any new offence, so to speak, but it created technicalities, and decisions which had occurred in doubtful cases made it very difficult to state whether a person who dealt with money not his own was embroiling it or was simply stealing it. The Crown submitted in this case that this was the proper statute under which to proceed, but if the facts before the jury proved some other offence he would submit to His Lordship that under an Order-in-Council the accused could be found guilty of that offence. The case was a perfectly clear one. Mr. Butler Wright had control of monies of the railway, and on three separate occasions he transferred part of those monies for his own use and benefit. Dealing with the history of the case, the Crown Advocate said that the Canton-Kowloon Railway was an Imperial Government concern, and was to be built with the proceeds of a loan. The British and Chinese Corporation entered into an agreement with the Waiwapa under sanction of Imperial rescript by which they were empowered to raise money at home by the Station of Chinese Government bonds. One particular point about the agreement was that the proceeds of this loan were to be used for the construction of the railway. It was provided that there should be a British chief engineer and a British chief accountant, and it was also provided that there should be a representative of the Imperial Government. Of course the local representative of the Imperial Government was the Viceroy, but it was arranged that the Viceroy should appoint as director-general a Chinese official, and that this official should have associated with him the British chief engineer and the British chief accountant. The Central Government of China agreed to the wish to have an Imperial railway, that the funds for it should be raised in a certain way, and that the use of those funds should be guided, he might say checked, by the British chief accountant. The next point was that the payments of the British chief engineer and the British chief accountant were agreed to, and contracts were entered into. When the bonds were issued to the public at home the question arose as to how they were to be dealt with, and it was settled that after keeping a certain amount at home to meet interest while the railway was under construction, and for the purchase of materials, the balance of the proceeds was to be remitted to the Hongkong and Shanghai Bank at Hongkong, there to be placed to a special account called the Kowloon-Canton railway construction account. When the funds were placed to that special account they were available to and could be drawn on by the office of the railway in Canton. The work in connection with the railway was being done in Canton, so it became necessary to make some arrangement for transferring from time to time and as necessary some sums from the Hongkong construction account to some local accounts, where the money could be dealt with in payment of land necessary for the railway, wages and salaries, and in payment of work done for the railway. The idea was that the chief accountant should pay accounts, which were certified by the chief engineer, saving, of course, such accounts as were immediately in his own department, and that no payments should be made except for railway purposes. Moreover, the idea was that payments could not be made unless there was something to show why they were made. When it became necessary to have money in Canton a temporary arrangement was made and an account opened at the

International Bank at Canton, but that account was closed, and had nothing whatever to do with the case. When that account was closed, after consultation it was decided that money transferred from time to time from the Hongkong construction account should be put into local accounts at the Canton branch of the International Bank. As Canton dollars were not the same as Hongkong dollars, and as some of the payments at Canton would be for salaries, and as some other payments would be for work and labour done, or for contracts made locally, the account in Canton was divided into a Hongkong currency account and a Canton currency account. There was therefore a large account in Hongkong composed entirely of the proceeds of the loan devoted to construction. From that account sums were transferred to a local account at the International Bank, Canton. The director-general in Canton, His Excellency Wei Han, could not always be at the office, and it was arranged that the two Canton accounts were to be operated on by Mr. Butler Wright. That was, as before, drawn by him, but not by him as Mr. Butler Wright, but as chief accountant of the railway. These accounts were opened merely for convenience of payment. The accounts were kept, and seemed to have been properly kept, up to about the end of September, 1908. As account with which the jurors would be more particularly concerned was an account known as "A 07," which was intended to show all the sums payable by the chief accountant, on the authority of the chief engineer, and the other account was one furnished from time to time by the chief accountant to His Excellency Wei Han for transmission to the Board of Revenue and other Boards at Peking. When the account "A 07" was first begun it was kept very well. It only showed the amounts expended, and it also showed the numbers and amounts of cheques making up the monthly total. It appeared that from September, 1908, that account got into error and it was impossible to find out from it what the detailed cheques were in making out the total of the monthly payments. Early this year Mr. Grove, the chief engineer, actually wished to know what relation the total expenditure on construction of the railway bore to the total amount obtained from the issue of the loan at home transmitted to Hongkong, so the idea of an audit was in the air. Some time in June this question arose between the chief engineer and the chief accountant, and the official demand for an audit was made on August 5th, 1909. Mr. Butler Wright then wrote and stated that owing to some arrears on the part of the district engineers he had not got his accounts ready for audit up to June, but that he would have them ready on the last day of August. On September 1st these accounts, apparently, were not ready, but Mr. Butler Wright applied for sick leave. Now, if the accused had felt that he was overworked he might have taken the sick leave into his confidence and asked for his assistance in getting the accounts ready for audit. Either the accounts at the side of June were then ready for anyone to see or they were not. They might not have been ready for two reasons; one, a criminal reason, and one, an innocent reason. The sub-accountant would be called and would state that the first he knew of the chief accountant going away was from an outside source. The accused applied for leave, and went away before it was formally granted on a doctor's certificate that he was suffering from overwork. There was not any specific disease, and no immediate breakdown, and if he had wished to assist the railway in making up the accounts he might at least have postponed his departure until he got his leave under agreement. On defendant's departure Mr. Grove's uneasiness regarding the accounts became a suspicion, and eventually proceedings were taken and the defendant arrested. There would be evidence on the question of intention to show that Mr. Butler Wright made disposition of certain parts of his property before he went away. The Crown Advocate stated that he now came to the three actual payments out of the railway accounts into the accused's private account, and for which Mr. Butler Wright stood charged. Accused's private account was kept in the International Bank, and in that bank there were three accounts with which he had something to do. There were two sub-divisions of the railway account—the Hongkong and Canton currency accounts on which he could operate by signing his name as chief accountant of the railway.

Mr. Douglas—I think it would assist everybody and avoid confusion if the accounts were called one, two, and three, International Bank, and not called railway accounts at all. If not, he would trouble the Crown Advocate to call them each time by their full names.

The Crown Advocate—It is part of my friend's defence that they are all Butler Wright's accounts, but we intend to prove that two are railway accounts, and one is Butler Wright's private account.

His Lordship—I think the Crown Advocate had better call them what he likes just now. Mr. Douglas—I don't want him to call them names they have not got. There is an account called the construction account.

The Crown Advocate—In Hongkong. His Lordship—Tell me what you propose to call them.

The Crown Advocate—One is, W. Butler Wright, Esq., Chief Accountant, Canton-Kowloon Railway, Hongkong currency account. The other is, W. Butler Wright, Esq., Chief Accountant, Canton-Kowloon Railway, local small currency account. Now what I propose to do is to call those two accounts the local railway accounts, Hongkong currency and Canton currency. Further there is the original account, which is entirely kept in Hongkong,

and called the construction account, which is fed by the proceeds of the loan from home. Continuing, the Crown Advocate said there were in the bank at Canton the two accounts which had to do with the railway, and a third account which was Mr. Butler Wright's private account. The three particular transactions which formed the basis of this indictment were the payments from the local railway Hongkong currency account to Mr. Butler Wright's private account of \$5,000 on the 14th September, \$30,000 on 30th December, and \$4,000 on 4th February. Evidence would be called to prove that the payments out of the chief accountant's account in the International Bank were made on cheques drawn on him in the usual way as chief accountant of the railway. Then these amounts were paid into the credit of his private account. Just before these payments in to Mr. Butler Wright's private account, the jurors would hear what the credit of that private account was. Then it would be proved that shortly after these payments in, payments out were made to persons entirely unconnected with the railway, and the payments were enabled to be met by these transfers of monies from the railway to his own account. A man might make a mistake once, but he was unlikely to do it twice unless he was doing it for a deliberate purpose. Mr. Butler Wright's private pass book was sent to him between the time of the first of those payments into it and the second, therefore he was quite well aware of the money drawn from the railway account which had gone into his private account. One of the defences might be that Mr. Wright, having large private means and having to do with large amounts of money, intended to make payments that day, and not having funds to provide for the amount, borrowed money from the railway. If he did that, the first thing would be to pay the amounts back again, and \$10,000 out of the second of the amounts, \$13,000 was used for a loan on silk which was paid back to him, but the accused did not pay it back to the railway account. On June 28th, after the suggested audit, the accused did, as far as he could, understand, make an attempt to pay back the money. The jurors would hear from the representative of the firm which formerly acted as agents for the Hongkong and Shanghai Bank in Canton that the accused transferred back to the construction account certain sums of money, one in cash and two in cheques, but the financing was such that even if that was a belated attempt to pay back it did not succeed. "Why," asked the Crown Advocate, "should anyone pay back to the construction account in Hongkong, which was fed from home? Why should the money not have been paid back to the railway in Canton?"

His Excellency Wei Han, manager of the Chinese section of the Canton-Kowloon railway, deposed to the railway being constructed by loan. Witness told the Court of the terms of the loan agreement, and of the various railway accounts. He had heard the name of Mr. Williams, a Hongkong engineer, but he did not know whether that gentleman had had anything to do with the railway construction, neither was he aware that a British naval officer was attached to the railway. Witness said he wished a prosecution if any money was found missing from the railway accounts.

Cross-examined by Mr. Douglas, witness said the construction account was drawn on by the joint signatures of himself and the accused. He could not remember whether a construction account was opened at the International Bank, Canton, to be drawn upon by himself and Mr. Grove. Apart from land payments, the cash payments of the railway were fairly large, and cash payments were made entirely by the chief accountant. Witness had just as much confidence in Mr. Butler Wright as he had in Mr. Grove. Strictly speaking, the keeping of money in other banks than the Hongkong and Shanghai Bank was not in accordance with the agreement. A sum of money had also been paid into a local Chinese bank, but if that bank was to fail witness would be responsible for that money.

The cross-examination of His Excellency Wei Han was continued after the (indefinite) adjournment. Witness said there was some correspondence between him and the British and Chinese Corporation with regard to putting 100,000 taels in a Chinese bank, and the Corporation informed him that such a proceeding would be contrary to the agreement. Sometime ago accused put before witness people who would lend the Chinese Government money at lower interest and less guarantee.

Do you remember a memorandum Mr. Butler Wright wrote to you with reference to the transfer of funds from London to the Hongkong and Shanghai Bank?—Yes.

His Lordship—Are you going to produce this memorandum?

Mr. Douglas—I have a copy of it.

The Crown Advocate—I object unless it has something to do with the evidence.

His Lordship (to Mr. Douglas)—I don't see how you can put a copy in. It might not be a correct copy.

Mr. Douglas—I will have to refer to these negotiations.

His Lordship—You can refer to the negotiations, but you cannot go into details.

Mr. Douglas (to witness)—Will you give us your recollection of what transpired?

Witness stated that when the exchange was favourable he wanted to transfer \$300,000 from London to the Hongkong account at the telegraphic transfer rate.

And you were refused permission to transfer that sum?—Yes.

His Lordship—By whom?

Witness—The Hongkong and Shanghai Bank.

When did you learn that proceedings had been instituted against Mr. Butler Wright?—After September 3rd.

Have you from time to time asked Mr. Wright to buy drafts on London for you for about £30 or £40?—Yes.

And you have subsequently reimbursed him?—Yes.

You have private expenses to meet in England, have you not?—Yes.

And if you did not pay him on the day you asked him to buy the drafts, he would have to pay the money himself?—Yes, but I always paid the money into the International Bank on the same day. I don't want to get something for nothing.

Was not a cheque for \$7,000 for the purchase of land put in the International Bank?—No.

May it not have gone into the International Bank?—No.

The Crown Advocate—I object. Where is the cheque, what is the amount, and what was it drawn for?

His Lordship (to Mr. Douglas)—You had better not ask any more questions about that cheque unless you can produce it.

You previously said in your evidence that it would be improper for Mr. Butler Wright to transfer money in the Hongkong currency account into the construction account in the Hongkong and Shanghai Bank?—Certainly.

In re-examination witness said he had heard of no objection by the Hongkong and Shanghai Bank to the transferring of lump sums from the construction account to Canton.

Mr. H. S. Chow, secretary to the last witness, was called.

Mr. H. W. Looker, after apologising to His Lordship for not appearing in official robes, proceeded to examine the witness. He said the accounts produced were the originals, and on them were details showing how the money drawn from the construction account was expended. The accounts for the third quarter of September were supplied by the defendant, but did not show any payment of \$5,000 to E. C. Wilks on account of the railway. Neither was any payment of \$10,000 to Tai Lee shown on the accounts in his possession. The details for the first quarter of this year did not show any payment on account of the railway to E. C. Wilks, Tai Lee, or any naval officer. The details were made out entirely in Hongkong currency, which was the more valuable in the money market. Witness was not supplied with any vouchers.

Cross-examined by Mr. Douglas, witness said the statements were given in considerable detail, and the compilation of them would take considerable time. He had not been supplied with the June account for this year. When witness doubted any item on a statement he asked for inspection of the voucher in the chief accountant's office, and was shown it.

Mr. E. C. Wilks, consulting engineer, said that as Wilks and Jack he had had many dealings with the railway. He had met defendant on many occasions, and had had private dealings with him. The railway business witness did with Mr. Wright was in connection with the firm. On September 14th witness received a cheque for \$5,000 from defendant. All railway accounts in connection with the firm had been settled.

You also, I suppose, deal in shares?—Sometimes, to my sorrow.

And this was a share transaction?—It was.

Mr. Frank Grove, engineer in charge of the Canton-Kowloon Railway, Imperial Chinese section, said he began actual work on the line on August 12th, 1907. He was responsible for the correctness of the amounts paid out of the railway funds for constructional purposes. As accused, as chief accountant, had the control of the accountant's department, but had to receive authority from witness before making payments in connection with construction work. For ordinary payments accused would require a voucher initialed by witness. H. E. Wei Han had also the authority to authorise the accused to make payments. The only payments accused could make without authority were petty payments with regard to head office.

The head office was under the direction of H. E. Wei Han, who did not concern himself in any way with the actual details of the construction of the line. Prior to the arrival of the accused in Canton witness kept the accounts. There was then started a local construction account, but witness could not remember whether he drew cheques on his signature, or whether he and Wei Han signed jointly. That construction account was ultimately closed. It came within the province of witness to keep himself informed from time to time as to the amount of money expended on construction account so that he could compare the cost with his estimates. The suggestion for an audit this year emanated originally from witness. His first suggestion it confidentially to the agents of the Corporation, and it was eventually decided to hold one. The official audit was first mentioned to accused on August 8th, but on June 26th witness wrote to defendant asking for bank balances. These defendant asked for, but he did not get a completed summary such as he required until a few days before the defendant left the office. These returns dealt with a bygone period, but they were of use to him. Witness should look upon the repayment of any sum to the construction account as requiring an explanation, and as extraordinary. Witness had no objection to the defendant being away while the accounts were being audited, because the auditor said it would make no difference to the audit.

When Mr. Power handed witness defendant's private pass book he was surprised at some of the items he saw in it. There was one for \$5,000 and one for \$13,000. After seeing these items witness visited the International Bank and made inquiries. As a result he interviewed the British Consul-General, wired the British and Chinese Corporation, and eventually applied for a warrant. Witness had a conversation with H. E. Wei Han after he had

applied for a warrant as engineer in chief of the railway. He knew Mr. E. C. Wilks, but did not authorise a payment of \$5,000 to him for work done on behalf of the railway.

Neither did he authorise a payment of \$10,000 to a man called Tai Lee, or \$5,000 to a naval officer. Witness did not require or authorise any payment back to the construction account.

Mr. E. C. Wilks, recalled, in reply to Mr. Douglas, said that he received a letter from Mr. Butler Wright dated 20th August in which the accused stated that he wanted to get away for a holiday next month, as the heat was telling on him more than he cared to admit.

At this stage the Court rose until this morning.

HOME AND CHINA AFFAIRS.  
(FROM OUR OWN CORRESPONDENT.)

London, September 22nd.

## THE POLITICAL SITUATION.

All the big guns of all the political parties are booming away and the country—as far as politics are affected it—is praying for more quiet. The talk is all of an election in November. The Commons will get rid of the Budget next month, and then, according to the prophets, the Lords will throw it out and there will be a general election. I doubt it myself. Lord Lansdowne is too astute a party manager not to see that such an event would suit the Liberals' book very well. No, my own irresponsible guess is that there will be no appeal to the country till the Spring. But all ideas are preparing for eventualities, none the less. I hear the Conservatives have candidates in the field or ready for it in every constituency in the kingdom, whereas the Liberals have a hundred seats not yet allotted. But the Government whips say all that is to be remedied, and every day they are interviewing prospective candidates. There is a report that just as the Conservatives Free Traders and the ardent Tariff Reformers have united for the joint attack on the Budget, so the Liberals and the Labour men are arranging a compromise to avoid three-cornered contests in the coming fight. It will be a deal which will favour the Labour men, and they hope to get no less than eighty members through for the next House of Commons. The event of the week of course, is the definite breach between Lord Rosebery and his erstwhile lieutenants of the Liberal League, Messrs. Asquith, Haldane and the rest. It is curious how some of the greatest men of this time—Lord Rosebery, Lord Charles Bessborough, Lord Milner, and Lord Carson, for example—retire to their respective caves for long periods and only emerge periodically to stir up the dust. They are none of them doing sustained political effort. This is a bad sign. The excuse in each case for the public use, at any rate—in lack of health, but it does not explain it all. I am afraid. America suffers from the fact that the best men in the country won't go into politics. It is bad for England to follow suit.

How would the bold man who would prophesy the result of the next election, anyway. I think a safe bet would be to "put a bit both ways." I am assured that the Budget is popular in the rural districts and that the Dukes have overdone their protests in the way of stopping public subscriptions with the Budget as an excuse; but, on the other hand, those who have been up and down the country helping the Budget Protest League assure me that their meetings have been extremely successful. The latter report may be most accurate, for it is a fact that the organisation formed by Sir Henry Norman to support the Budget meant to stop its activities this week, but it has been compelled to continue its propaganda for another month at least.

A FORTHCOMING MARRIAGE.

One of the members who will have to fight hard will be Mr. H. C. Brodie, Liberal representative of Reigate, and a successful Colonial merchant. He won a hard contest last time, but he would be wise to hurry up his marriage, with the youngest daughter of Sir Robert Hart, before the next fight comes on, so that he may have a new champion to charm the electors. Miss Mabel Hart is, in fact, very popular among her friends, and she will be a great help to her husband. The announcement of the engagement this week has brought about congratulations to them both.

AUSTRALIA'S HIGH COMMISSIONER.

Australia's preparations to make the office of High Commissioner in England a big and dignified position have attracted the attention of other countries besides our own. It marks another step in the development of our Imperial branches, and shows that Australia means to maintain her place of importance in the British Commonwealth of Free States. Whoever he may be—the names of Lord Northcote, Sir J. Forrest and Mr. G. H. Reid have been mentioned—the new Act now before the Commonwealth Government will enable him to occupy a position equal, from the diplomatic and social point of view, to that of the American Ambassador and far superior to that of the Chinese Minister. His salary is to be £3,000 a year, with an additional maximum allowance of £2,000 for the maintenance of an official residence, and such sums for travelling expenses as the Minister for External Affairs may allow him. Evidently the Commonwealth statesmen intend Australia to figure far more in London than ever before.

THE TEA DUTY.

I am informed that certain Mark Lane tea merchants hope to scoop in a big bag of shakels if the Budget falls through. As the tea duty is one of the few taxes that must have the authority of Parliament, every year, whether the duty is altered or not, some of the merchants declare they are arranging for the importation of an unusual quantity of China and Indian tea in December and January, in the hope of benefitting by a Parliamentary crisis. As they

HAIR FELL OUT  
IN A DOZEN SPOTS

In Spite of All Kinds of Remedies—  
Quickly, Completely and Economically Cured and New Hair Grown—  
—Cure Has Lasted Ten Years.

CUTICURA SUCCESSFUL  
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"My hair commenced falling out until I had about a dozen bare spots on my head at one time. I tried all kinds of remedies without success. Seeing Cuticura advertised, I thought I would give it a trial. After trying two sets of Cuticura Soap, Cuticura Ointment and Cuticura Resolvent, and following the directions strictly, in a very short time my hair began to grow and the bald spots disappeared. They have not returned up to the present time, which is about ten years since, so I can safely say that it is a very good cure. William R. Berry, Love Lane Terrace, Pontefract, Yorkshire, England, March 8, 1908."

## MOTHERS

Are Assured of the Absolute  
Purity of Cuticura Soap and  
Cuticura Ointment.

And of their untiring efficacy in preserving, purifying and beautifying the skin, scalp, hair and hands, and in revealing the natural beauty of the face. Cuticura Soap, Cuticura Ointment and Cuticura Resolvent are the only remedies which are guaranteed to be absolutely pure and free from all harmful ingredients. Cuticura Soap, Cuticura Ointment and Cuticura Resolvent are the only remedies which are guaranteed to be absolutely pure and free from all harmful ingredients. Cuticura Soap, Cuticura Ointment and Cuticura Resolvent are the only remedies which are guaranteed to be absolutely pure and free from all harmful ingredients.

And of their untiring efficacy in preserving, purifying and beautifying the skin, scalp, hair and hands, and in revealing the natural beauty of the face. Cuticura Soap, Cuticura Ointment and Cuticura Resolvent are the only remedies which are guaranteed to be absolutely pure and free from all harmful ingredients. Cuticura Soap, Cuticura Ointment and Cuticura Resolvent are the only remedies which are guaranteed to be absolutely pure and free from all harmful ingredients.

claim they can legally demand the delivery of tea without the payment of taxes in the event of the Budget being suspended and Parliament dissolved, the merchants will do a good piece of business if all goes as they expect. But I have my doubts about their scheme. Very likely in such a situation the Inland Revenue authorities would run the risk of illegally enforcing the payment of a sum equal to the duty before allowing the tea out of bond, trusting to a later Act of Intimacy to relieve them from all responsibility for the illegality.

In any case, the merchants contend they would have a claim against the Inland Revenue for income tax and tea duty collected without the authority of Parliament. It would be a tedious process, doubtless, but it is estimated that the tea merchants could claim something like two millions sterling from the Government if the Budget failed, while all the extra sixpences a gallon on spirits and the petrol duty paid in the interval could be applied for.

## BUFFS' EXHIBITION OF WORK.

The 2nd Battalion of the Buffs are to be complimented on the innovation, so far as military life in Hongkong is concerned, which they introduced yesterday when a two days' exhibition of work was opened in the Royal Engineers' Theatre. This encouragement of the artistic temperament is certainly to be lauded, and the results, surprising as to merit, must afford the promoters every satisfaction as justifying the experiment made.

There were exhibits of free work, oil painting, water colour painting, models, ornamental picture frames, fancy and plain knitting, crochet work, sewing work, photography, baking, making of blouses, and collections of butterflies. The principal features of the exhibition were the oil paintings and military sketches, the former competition being won by Private Taylor and the latter by Private Gardner.

The judges were Lieut.-Colonel Bayard, Majors Cobbe, Eaton and F. Findlay, Lieuts. Collinson-Morley, Wedd, Gould, Stainforth, Bandmaster Howett, Sergeant Drummer Dixon, and Mrs. Bayard, Mrs. Eaton and Mrs. Stainforth.

The exhibition is open to-day from 3.30 p.m. to 6 p.m. and is well worth a visit.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.55 a.m.—The barometer has risen over China, particularly on the E. coast. It has fallen at the Japanese stations and in Vladivostok.

A depression lies over the N. part of the Sea of Japan, and the highest pressure is shown over China to the north of the Yangtze.

Fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. . . . . N.E. winds, moderate, fine.

Formosa Channel. . . . . Same as No. 1.

South coast of China between . . . . . Same as No. 1.

Hongkong and Lamoons . . . . . Same as No. 1.

South coast of China between . . . . . Same as No. 2.

Hongkong and Hainan . . . . . Same as No. 2.

Latest Steamer Movements

The T.K.K. str. Hongkong Maru from South America Ports, and Japan Ports, is due to arrive here on the 16th instant morning.







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A Handsome Trophy will be presented to the Competitor standing the longest time on the Table.

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Same Great Programme as in the Evening—Nothing curtailed.

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NOTICE—Special Trains running before and after performance.  
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Capt. P. GROSCH.		
"KLEIST"—	9,000	On APRIL 6TH.
Capt. O. PAFWKE.		
"PRINZ LUDWIG"—	9,630	On APRIL 20TH.
Capt. F. V. BINZER.		

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NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Lv. — "Mukden"	11 a.m.	Saturday	Monday or Tuesday
Ar. — "Mukden"	8.50 p.m.	"	"
Ar. — "Changchun"	9.15 p.m.	"	"
Ar. — "Changchun"	5 a.m.	Monday	Wednesday
Ar. — "Harbin"	6.55 a.m.	"	Saturday
Ar. — "Harbin"	3 p.m.	"	"
Connecting at Harbin with:			
State Express from Moscow.	Wagon-Lits from Moscow.	State Express to Peking.	Wagon-Lits to Peking.
SOUTH-BOUND.			
Leave—Harbin	Arrive—Changchun	Tuesday	Thursday
Lv. — "Mukden"	9 a.m.	"	"
Ar. — "Mukden"	6 p.m.	"	"
Ar. — "Dairen"	7 p.m.	"	"
Ar. — "Dairen"	2.10 a.m.	Wednesday	Friday
Ar. — "Dairen"	2.30 a.m.	"	Sunday
Ar. — "Shanghai"	12.30 p.m.	"	"
Ar. — "Shanghai"	afternoon.	Friday	Tuesday
*Russian Train time is 25 minutes earlier than S. M. R. time.			

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO")  
At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.  
FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANCHURIA." Codes: A.B.C., 5th Ed., A1, and Lieber's. 1137-722.

### COAL.

BUNKER COAL can now be supplied from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brooketon, at Reduced Rates. Large stock always on hand. Apply SAKAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. 1939.

### LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909. 1064.

### THE FAR EAST REVISITED.

THE UNITED STATES AND THE NEW CHINESE LOAN.  
(VILL.)

(FROM "THE TIMES" SPECIAL CORRESPONDENT LATELY IN THE FAR EAST.)

One of the most unfortunate consequences of the combination into which British and French financiers have been manoeuvred by the Germans is the appearance of antagonism between British and American interests in China, wittingly created by the reluctance of these groups to admit American participation.

A GRAVE BLUNDER.

Some attempts have been made in this country to traverse the statements made in a message which I sent from Ottawa (The Times July 29), on my way home from the Far East with regard to the unimpeachable rejection by the British group of the first overture for co-operation made by American financiers as far back as the beginning of April. In so far as my message disclosed a material fact, which the group controlled by the Hongkong and Shanghai Bank had hitherto withheld, it may not doubt have caused some perturbation in interested quarters. But it was none the less accurate.

On April 2 the American Banking Corporation, addressing the British and Chinese Corporation, formally proposed American co-operation in Chinese loans, and proposed it in terms which clearly suggested that such proposal was agreeable to the policy of the United States Government. The manager of its Shanghai branch, it was stated, had already, a few months before, prepared the ground by visiting Peking, where his mission had had the warm support of the United States Minister, Mr. Rockhill, and the prospect of American co-operation in Chinese loans had been favourably received not only by the Chinese officials, but by the representatives of both British and French interests. The only response, however, which the American Banking Corporation's proposal now elicited was a curt reply of about two lines from the British group, intimating that it could not be entertained.

Why the British group should have deemed it necessary to dismiss such overture at the very moment, when the somewhat stormy conference held in Paris in the beginning of April had disclosed the far-reaching nature of German pretensions is a matter which still awaits explanation, for, as far as the growth of anti-British irritation amongst the American public is concerned, that may well have been the *foi-et-origo* motif. If the resentment of German methods which the British group at the time professed was anything more than stage blunder, any suggestion of American participation would, one would think, have been welcomed, as a makeshift to German ascendancy in the tripartite combination.

What is even more incomprehensible is that the British group, who were entirely dependent upon the support of the British Government at Peking and never hesitated to invoke that support, should have left the Foreign Office in ignorance of such important developments as the American proposal and their rejection of it, more especially as the latter of the financial American bank so clearly foreshadowed the possibility of official support from the United States Government.

This grave blunder had two very unfortunate consequences. On the one hand, the British Government, having been left unacquainted with this indication of American policy, never had any reason to anticipate the slightest desire for co-operation on the part of American financiers and, indeed, had good reason for assuming the reverse until the United States Government intervened officially nearly two months later. On the other hand, when the Chinese opposed their usual dilatory tactics to the American demands, it was assumed in America that Chinese opposition was being encouraged by those who had already repelled the first American overture for co-operation, and it was perhaps not unnaturally inferred that the British Government, having lent their support in other matters to the British group, was supporting them also in their rejection of American participation. By an adroit Press campaign the Germans at the same time succeeded in persuading the Americans that it was the British alone who, with their French friends, were hostile. The *Cologne Gazette*, for instance, on June 21 went so far as to assert that in this matter England and France were arrayed against Germany and the United States. Many American newspapers, which ought to have known better, were influenced by fables of this kind, and some which I saw during my journey across the continent last month contained very bitter comments on "British obstruction" in Peking, some of them even charging the British Legation with "intrigues" against American interests.

### AMERICAN INTERVENTION.

The facts of the case are well known to the State Department, and your American Correspondent has already stated quite accurately that the United States Government have no complaint whatever in this matter against the British Government, who have invariably for years past sought and welcomed every opportunity of working in close accord with the United States in regard to all Chinese questions. As for the American financiers, they are much too practical to nurse any permanent grudge. Now that American participation has at last been secured, they will doubtless very soon bury the hatchet, though there is a spirit of irony in the report that they will be represented in Peking by the same American Banking Corporation whose original overtures were so curiously dismissed by the British group. But it will not be so easy to allay the bad feeling amongst the American public. Not for many years past has there been such an opportunity for anti-British tirades in the United States, and of all the mischievous results of the Chinese railway combination none has been more injurious to British interests.

That the Americans would end by securing the participation they demanded was obvious from the moment when Washington took up the matter. It has been stated in defence of the reluctance shown on this side to admit their participation that the United States ought to have declared their intentions at an earlier stage. I have shown already that the action of the American Banking Corporation had early in April given an indication of policy which the British group chose to ignore. The United States Government, on the other hand, had no time to spare for intervening at Peking until they learnt that the operations of the combination were to include the Hankow-Szechuan Railway. It was only in regard to that line that China had contracted definite engagements towards the United States, and it was only when those engagements were broken by the loan contract between China and the combination that the United States Government were in a position to take action in Peking. Of the ultimate success of that action there could from the first be no possible doubt, for though the Chinese may have originally hoped that the American protest had been dropped, in regard to the Hankow-Canton Railway, they would never have ventured to ratify the loan contract with the European groups at the risk of alienating the friendship of the United States.

### THE POLICY OF THE UNITED STATES.

The strength of the American position was that Washington never subordinated its policy to the opportunity of financial interests. It gave it clearly to be understood that no adjustment of the loan with American participants could be regarded as satisfactory, the satisfaction of which China was responsible to the United States Government. The equality of treatment which the United States claim could not, in their opinion, be effectively vindicated if China were allowed to shuffle out of her engagements behind a "deal" with the financiers. The United States Government, like the German Government, had realized from the first what the British Government unfortunately realized much more imperfectly, namely, that these questions were political questions involving national interests which could not be safely left to the discretion of financiers pursuing merely their immediate profits. American financiers might have been as willing as British financiers have been to follow the line of least resistance, but the United States Government, as was clearly shown in the President's remarkable message to the Chinese Regent, forecasting the grave dangers to which reckless financiers were exposing China, are determined not to allow their present or future influence to be entailed by subsidizing their policy to the convenience of financial operators.

Thus we have had the unpleasant spectacle presented to us of British preferential rights being sacrificed under German pressure in respect not only of the Hankow-Canton, but also of the Hankow-Szechuan Railway, while the United States, with incomparably slighter interests at stake, as far as the railways immediately affected are concerned, have successfully upheld their rights, based on engagements contracted by China in precisely the same terms, and on the same date, towards Great Britain as towards the United States. But, however humiliating these considerations may be, Englishmen who have the interests of their own country as well as of China at heart will welcome none the less cordially the action taken by the United States Government, which may yet arrest the downward course of Chinese finances along the inclined plane of facile and extravagant foreign loans.

### OPIMUM SMUGGLING INTO THE PHILIPPINES.

TRIAL OF AMERICANS.

The Manila *Cebuensis* of the 8th inst. reports:

Louis T. Grant, charged with illegal importation of opium, went upon the stand yesterday morning and after pleading guilty to the charge told the court in a few words the story of his connection with the crime. He told how he went to Hongkong last July and during the few days he stayed there bought for the Philippine Dredging Company, from the Whampoa Dock Company, certain dredging machinery which was shipped to the Philippines through William Barker and Company.

On his return to Manila he received from the shippers a letter in which they explained that with the machinery had been shipped other pieces, not ordered by him, but which were to be delivered to a certain Francisco. The bill of lading covering the articles he had purchased and those for Francisco was shown to him later at the office of E. B. Morris, the customs broker.

On receipt of the shipper's letter Grant went to Francisco to ask him about the shipment and was told to take the matter up with William Kennedy as to the delivery. Grant then explained that he called Kennedy up on the telephone on the matter and was asked to call at his office to talk it over as it was an affair of opium importation and could not be discussed over the phone.

"When I called at Kennedy's office," said Grant, "he offered me \$10,000 to land the nine pieces which were consigned to Francisco." Grant agreed to attend to the landing. He was to receive the \$10,000 for that and the payment of the sum did not depend upon the sale of the contraband drug enclosed in the pieces of machinery.

After the seizure of the drug by the customs authorities Grant had a further conversation with Kennedy at the Nevada Hotel in the Wallis City. Detective Conley of the constabulary secret service being hidden in the room behind a screen listening to the conversation that ensued.

That session was an interesting one, as it concerned the plans that Kennedy had laid to escape from punishment for his part in the deal. Grant opened the conversation telling Kennedy that he was in a serious predicament, as he had been charged with the importation of the drug and was liable to be sentenced to a long term in prison and have a heavy fine imposed upon him.

"Kennedy offered to pay my fine and all the expenses of the trial on condition that I kept mum as to his part in it. He told me that he had quarrelled with a friend in Hongkong and out of revenge this friend had 'squealed' to the customs authorities, who were on the lookout for the contraband and located it with little trouble. He added that he had bought the drug through his brother and other people and as soon as it was discovered he called them of the fact as that they could make their escape."

"He further told me that I need not worry, as he would pay all the expenses of the trial and the fine and that I need not fear imprisonment so long as I did not implicate him in any way."

When the trial of the case opened the prosecuting attorney asked that the complaint be amended so as to include the names of both the accused in the same complaint. This being agreed to by the defense the case proceeded. When called upon to plead Grant pleaded guilty to the charge, but Kennedy refused to plead and the plea of not guilty was entered by order of the court.

The trial of the case against Kennedy then began. The first witness called was Captain Lawler of the customs secret service, who testified to the finding of the drug in the pieces of machinery. He stated that 28,638 tins of opium and 70 packages of cocaine were discovered hidden in the machinery which had been taken from the team, and after landing, to the workshops of George Y. Taylor.

The second witness was Daniel Barnshaw, who testified as to the nature of the machinery. He stated that the shafting could not have been used as such.

Dr. Walter C. Holmes, chemist of the bureau of science, testified as to the nature of the drugs discovered.

George Y. Taylor testified that Grant instructed him to enlarge the bolt holes in the langes. He also stated that he had seen secret service agents might come around and ask questions about the machinery, but left no directions what he was to do in case they did.

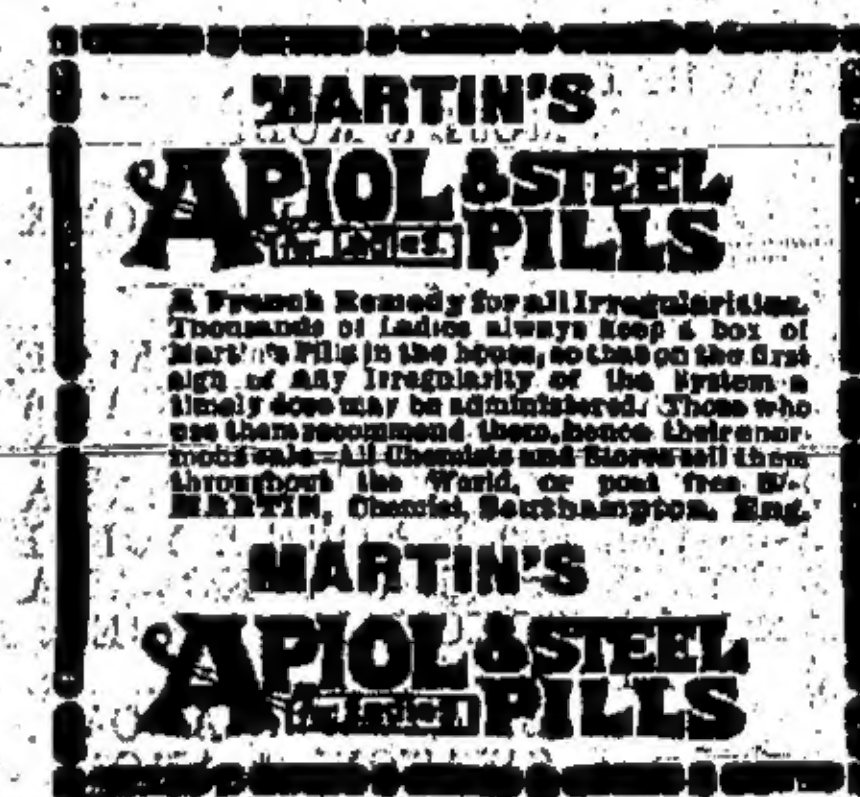
Louis T. Grant followed and told his story as above.

# PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.  
**WHAT ARE THESE BONDS?**  
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.  
**EASY PAYMENTS.**  
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.  
Write for Handbook, sent post free.  
MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

Following Grant came E. H. Morris, the broker, who explained that on the 21st of July Grant wrote him a letter in which he asked that the entire shipment of machinery be transferred from the team to the *Nuestra Señora de Begonia* and sent direct to Paracale. Two days later Grant changed his mind and asked that certain pieces be landed in Manila. These were the parts in which the contraband drug was found hidden.

Next followed Percy T. Chivers of the cable company, who told of the exchange of cable between Kennedy and a party in Hongkong, three cables received by Kennedy being in code and their contents unknown. This evidence was adduced to show that there had been correspondence between Kennedy and someone in Hongkong on this subject. These cables had been received for "Kaimi" and this was the registered name of Kennedy.  
At one o'clock the trial was continued over till this morning.



AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

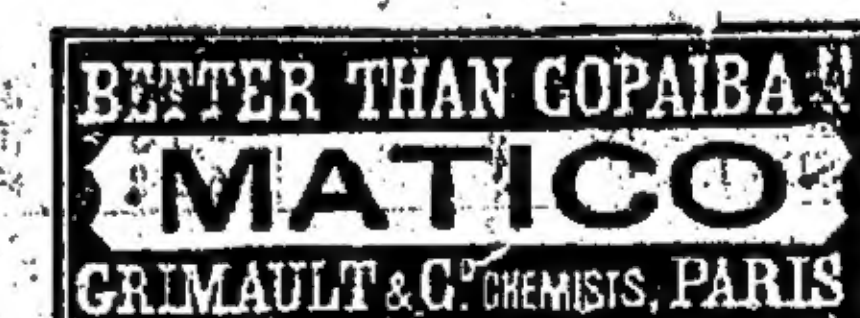
## THORNE'S OLD VAT



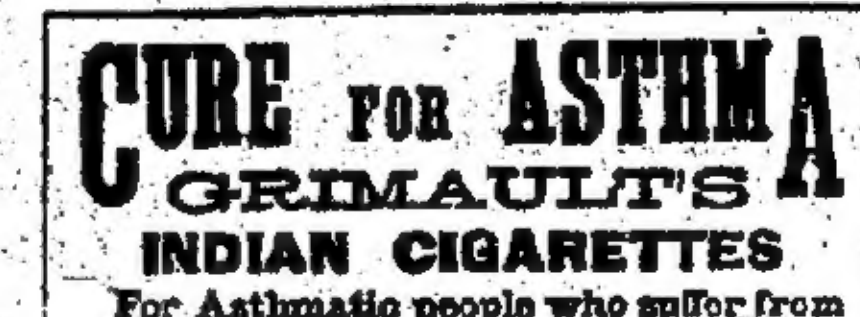
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SOLE AGENTS IN HONG KONG, CHINA & MANILLA.  
A. S. WATSON & Co., Ltd.  
1033



BETTER THAN GONALBA!  
**MATICO**  
GRIMAUD & Co. CHEMISTS, PARIS.  
Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges, the Capricious, Saliva Gonorrhoea, do not cause eruptions on the skin or produce nausea.  
MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.



**CURE FOR ASTHMA**  
GRIMAUD'S INDIAN CIGARETTES  
For Asthmatic people who suffer from OPHTHALMIA, BRONCHITIS, HOARSENESS, and INFLUENZA, INFLUENZA, and DIFFICULTY IN EXPIRATION.  
Grimaud's Cigarettes render the respiration clear, cut short the paroxysms, and remove the feeling of tightness across the chest.  
GRIMAUD & Co. PARIS  
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### NOTICES TO CONSIGNEES

S.S. "TOURANE."  
COMPAGNIE DES MESSEGERIES MARITIMES.  
NOTICE.

CONSIGNEES of Cargo from London or ex s.s. "Dordogne," "Madon," "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "Verbeekmoes" and "Ville de Bordeaux" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 11th inst., at 10 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 18th inst., at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 18th inst., or they will not be recognized.  
All damaged packages will be examined on MONDAY, the 18th inst., at 3 P.M.  
No Fire Insurance has been effected.  
P. DE CHAMPAGNE, Agent.  
Hongkong, 11th October, 1909. 12

### NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship "GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst. will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godown, where they will be examined on the 18th inst., at 11 A.M.  
No claims will be recognized if not presented within 14 days of the ship's arrival.  
MCGEE & SONS, & GOW.  
Hongkong, 11th October, 1909. 1302

### THE BANK LINE, LIMITED.

### NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO,"

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
DODWELL & Co., Ltd., Agents.  
Hongkong, 12th October, 1909. 18

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used.  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 96 "  
Width of Entrance on Bottom... 88 "  
Water on Blocks at Spring Tide... 34 "  
DOCK No. 1.  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide... 62 "  
DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 65 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000.  
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.  
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 300 L.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

1905



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA	Noon, 15th Oct.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	CEYLON	About 23th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, and YOKOHAMA	NAMUR	About 23rd Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1909.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINHUA	On 14th Oct., 4 P.M.
SHANGHAI	CHENAN	On 17th Oct., 4 P.M.
PAKHAI and HAIPHONG	SINGAN	On 17th Oct., 4 P.M.
TIENTSIN	HUICHOW	On 18th Oct., 4 P.M.
CEBU and ILOILO	KALFONG	On 18th Oct., 4 P.M.
MANILA	TAMING	On 19th Oct., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	CHANGSHA	On 5th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.Y.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

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AGENTS

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# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING BELENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING"	SWATOW, AMOY and FOOCOW	FRIDAY, 15th Oct., at 10 A.M.
"HAIJUN"	SWATOW	SUNDAY, 17th Oct., at 10 A.M.
"HAITAN"	SWATOW, AMOY and FOOCOW	TUESDAY, 19th Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 13th October, 1909.

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# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOK &amp; SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBÉ	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to

MELOHERS & CO.,  
AGENTS.

6

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA TSINGTAU, WEI-HAIWEI & CHEFOO	"CHEONGSHING"	Friday, 15th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct., 1 P.M.
SHANGHAI	"KWONGSANG"	Tuesday, 19th Oct., 4 P.M.
MANILA	"YUNSANG"	Tuesday, 22nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 23rd Oct., 2 P.M.
SEWCHOWANG	"FAUSANG"	Sunday, 24th Oct., 4 P.M.
SEWCHOWANG, KOBÉ and MOJI	"FOOKSANG"	Friday, 25th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUNANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via KOBÉ (Inland Sea) and MOJI to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at KOBÉ.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

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Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

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JARDINE, MATHESON &amp; Co., LTD.,

GENERAL MANAGERS.

Hongkong, 14th October, 1909.

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# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBÉ and YOKOHAMA: S.S. SILEBIA ... 19th Oct. S.S. BRISGAVIA ... 21st Oct. S.S. SILVIA ... 1st Nov. S.S. SENGAMBIA ... 17th Nov. S.S. SITHONIA ... 18th Nov. S.S. SCANDIA ... 10th Dec. S.S. BRASILIA ... 18th Dec. S.S. SEGOVIA ... 28th Dec.	FOR HAVRE & HAMBURG: S.S. NICOMEDIA ... 15th Oct. FOR HAVRE, ANTWERP & HAMBURG: S.S. AMBRIA ... 16th Oct. FOR ANTWERP & HAMBURG: S.S. LIBERIA ... 1st Nov. FOR HAVRE & HAMBURG: S.S. BELGRAVIA ... 6th Nov. FOR HAVRE & HAMBURG: S.S. SILEBIA ... 15th Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th October, 1909.

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# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building,

Hongkong, 16th September, 1909.

# NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. J. Dring.	6,500	WED'DAY, 27th Oct., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	IYO MARU, Capt. T. Harrison.	6,500	WED'DAY, 10th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino.	8,000	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI and KOBÉ	SHINANO MARU, Capt. K. Kawara.	6,500	TUESDAY, 7th Dec., at Noon.
KOBÉ and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct., at Noon.
MOJI, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	5,000	FRIDAY, 26th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU, Capt. W. A. Evans.	4,000	THURSDAY, 14th Oct., 4 P.M.
KOBÉ and YOKOHAMA	SADO MARU, Capt. G. C. Hurry.	6,500	FRIDAY, 15th Oct., at 5 P.M.
MOJI, KOBÉ and YOKOHAMA	HIBANO MARU, Capt. H. Fraser.	9,000	SATURDAY, 23rd Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU, Capt. Fred. Payne.	6,000	MONDAY, 24th Oct., at Noon.
KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	TUESDAY, 26th Oct., at Noon.

§ Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers—have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to KOBÉ 5 days and to Yokohama 6 days.

# EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. MURAI)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,  
MANAGER.

Hongkong, 24th September, 1909.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 16th Oct., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 23rd Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 11th October, 1909.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East—  
15, DES VUEUX ROAD, HONGKONG.Javan Office—  
14, WATER STREET, YOKOHAMA.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	FRIDAY
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7000	CHINA	8000	March 19
DELTA	8000	MAIWA	11000	March 25
MACEDONIA	10500	(Through Steamer calling at BOMBAY)		April 8
DEVANHA	8000	MONGOLIA	10500	April 15
ASSAYE	8000	MARMORA	10500	April 22
DELTA	7500	MOREA	11000	April 30
DELHI	8000	MOOLTAN	10000	May 6
				May 20
				May 28
				June 3
				June 18

Passengers, change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	Tonnage 6600, January about 26	March about 12
* SUMATRA	4600 February 9	March 26
* NYANZA	6700 February 25	April 9
* SUNDI	4670 March 25	May 7
* MALTA	6570 April 20	June 4
* SARDINIA	6570 May 4	June 18
* NORE	6700 May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON (including Surtax):  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd " £38.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

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E. A. HEWETT,  
SUPERINTENDENT

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAYAND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson.	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	FRIDAY, 15th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCOW	"BUJUN MARU" Capt. Y. FUSENO	SUNDAY, 17th Oct., at 10 A.M.
TAMUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	TUESDAY, 19th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHU MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

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# VESSLS ON THE BERTH

DAMPFSCHIFFS-BHEDEREI "UNION"  
ACTIEN-GESELLSCHAFT.FOR BOSTON AND NEW YORK.  
(With Liberty to Call at Malabar Coast).

THE Steamship

"ALBENGA"

Captain Lorenzen, will be despatched as above on or about the 22nd inst.

For Freight apply to—

CARLOWITZ & Co.,  
Agents.

Hongkong, 6th October, 1909. [1291]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast).

THE Steamship

"COULSDON"

Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.

For Freight apply to—

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 4th October, 1909. [1275]

THE SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"NONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about the 23rd inst.

This steamer has excellent accommodation for a limited number of first-class passengers.

FARE TO LONDON £25.

For Further Particulars, apply to

JARDINE, MATHESON, & Co., Ltd.,  
Agents.

Hongkong, 11th October, 1909. [1301]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1909. [9]



